DECLASSIFIED
Authority:
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TOP SECRET
SECURITY INFORMATION

Directorate of Intelligence
Headquarters, U. S. Air Force
4B-854 Pentagon
Washington 25, D. C.

All documents filed in numerical sequence according to Top Secret Control Number.

TS CONT. NO. 2-5300 - 2-5399

Nov 48

TOP SECRET
SECURITY INFORMATION

AFOIN-4 (Rev 5 Dec 47)

COVER SHEET

2-5317
T.S. Cont. #
D.I.—Hq. USAF

a. RECORD OF BASIC CORRESPONDENCE OR REQUEST

FROM: AFOIR-CO

DATE: 8 Nov 48

TYPE:

b. CLASSIFICATION: ~~TOP SECRET~~

SUMMARY: Extracts from TI #1524, D/I, HQ. USAF vs A-2, USAFE

SUSPENSE

DATE

ASGD BY

NO.

DATE RECEIVED DIR/INT

c. TO: AFOIR

SPECIAL INSTRUCTIONS - REMARKS

DATE 8 Nov 48

NO. 1

1. Submitted for information.
2. All items have been distributed to AFOAI branches.
3. Item USAFE 14 has been distributed to CIA, AMC, + Armament Intelligence Branch, DCS/M.
4. Item USAFE 16 has been distributed to OIR-SR.

USE OTHER SIDE THIS SHEET FOR ADDITIONAL REMARKS

CO-12

d.

TO DOWN	BR.	TO UP	TO DOWN	DIV.	TO UP	TO DOWN	DIR/INT	TO UP
	OIP-PP							
	OIP-FL			AFOIP			ASST EXEC	
	ADMIN							
	OIR-CO						ASST EXEC	10 Nov
	OIR-DD							
	OIR-AA			AFOIR				
	OIR-CM						EXECUTIVE	
	OIR-RC							
	OAI-OA							
	OAI-DA							
	OAI-AE			AFOAI			DIR/INT	
	OAI-AF							
	OAI-SV							
	OCI-IS							
	OCI-RR			AFOCI				
	OCI-CI							
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8 NOV

1100 - 13 Nov

1100 - 12 Nov

X Action

✓ Coordination

376

e. DATE REC'D BR

ACTION ASGD TO DATE

SIGNED DATE

f. DISPATCH FILE

DISPATCHED BY TO

DATE DISPATCHED

8-3477, AF

NW 90307
DocId:34714985 Page 2

~~SECRET~~

~~US. Conf. #~~
~~Hq. USAF~~

USAFE 2 TT 1524 ~~SECRET~~ 4 Nov 48

To Gen Cabell

We now have one complete set of all reports prepared by special intelligence organization of the European Command from its conception to present date. We are forwarding these reports for your inspection and final disposition. We are of the opinion that inspection of these reports will lend weight to arguments for allocating Air Force funds to this organization. Advise caution in utilizing these reports as most of them were forwarded as received.

(END OF ITEM)

~~SECRET~~

NW 90307
DocId:34714985 Page 3

USAFE 10 TT 1524 ~~CONFIDENTIAL~~ 4 Nov 1948

From OI OB

Following report on unidentified aircraft sighting comes from 307th Bomb Group which participated in operation daggar. Unidentified aircraft was sighted by three crews of the group at 1402Z 5 Sep 48 off west coast of Holland, 5155N/0355E. Altitude of all aircraft was 30,000 feet. When first sighted the unidentified A/C was cruising at a normal jet speed, heading 120 degrees. Soon after first seen, A/C began leaving smoke trails and condensation trails accompanied by sudden acceleration and then climb. Generall agreed by observers that it was a single jet propelled A/C employing probably rocket assists with tremendous reserve power, more than normal curising speed for jets of the 1947 variety. Never within identification range; its course did not indicate its purpose.

Our evaluation of the above: B-2.

(END OF ITEM)

NW 90307
DocId:34714985 Page 4

~~TOP SECRET~~

USAFE 14 TT 1524 ~~TOP SECRET~~ 4 Nov 1948

From OI OB

For some time we have been concerned by the recurring reports on flying saucers. They periodically continue to cop up; during the last week, one was observed hovering over Neubiberg Air Base for about thirty minutes. They have been reported by so many sources and from such a variety of places that we are convinced that they cannot be disregarded and must be explained on some basis which is perhaps slightly beyond the scope of our present intelligence thinking.

When officers of this Directorate recently visited the Swedish Air Intelligence Service. This question was put to the Swedes. Their answer was that some reliable and fully technically qualified people have reached the conclusion that "these phenomena are obviously the result of a high technical skill which cannot be credited to any presently known culture on earth." They are therefore assuming that these objects originate from some previously unknown or unidentified technology, possibly outside the earth.

One of these objects was observed by a Swedish technical expert near his home on the edge of a lake. The object crashed or landed in the lake and he carefully noted its azimuth from his point of observation. Swedish intelligence was sufficiently confident in his observation that a naval salvage team was sent to the lake. Operations were underway during the visit of USAFE officers. Divers had discovered a previosuly uncharted crater on the floor of the lake. No further information is available, but we have been promised knowledge of the results. In their opinion, the observation was reliable, and they believe that the depression on the floor of the lake, which did not appear on current hydrographic charts, was in fact caused by a flying saucer.

Although accepting this theory of the origin of these objects poses a whole new group of questions and puts much of our thinking in a changed light, we are inclined not to discredit entirely this somewhat spectacular theory, meantime keeping an open mind on the subject. What are your reactions?

~~T O P S E C R E T~~

(END OF USAFE ITEM 14)

~~TOP SECRET~~

He also knows of a Soviet-built radar set located near Kholomia Airfield (5 KM W of Airfield, near the town of Kholomia). This type set is called "Redut". He believes personnel of this set to be army, assigned to PVO, but is not certain. His regiment conducted flying cooperation exercises with the set, presumably to train the set operators, since the set was first located at Kholomia in Spring 1947. His aircraft, in October 1948, lost the set on such an exercise at a distance of 150 kilometers and altitude of 1200 meters. Following instructions, he then climbed to 3000 meters, when the set again picked him up. he states he believes this type set is standard throughout the PVO, and that he believes its maximum range to be 150 kilometers, because no training flights of greater distances were ever undertaken. Further details will be sought.

All TU-2 of 63 Regt are fitted with IFF type S. CH. (C-4), located in the tail of the aircraft and operated by a switch in the radio operator's compartment. Further, experiments with airborne radar (A tail warning device) werecarried out in 1947 and TU-2 of his regiment. This equipment involved the installation of a small external array. Sets were removed after a few days of testing, but results were understood to have been satisfactory.

On the subject of Kholomia Airfield, this field is currently apparently simply a level pasture, 600 meters N/S by 1400 meters E/W, but a paved runway is being constructed outside the north boundary of the airfield. No details are known to subject, as work has just commenced. The airfield currently has no installations; aircraft are parked in the open, and fuel is brought directly to the aircraft from the town of Kholomia (7 kilometers to the W) by tank trucks.

Another interesting fact is the arrival of the TU-2 with only a crew of three, and without the dorsal turret machine gun in place (nor anyplace on the aircraft). Subject states that the air gunner sergeants who should occupy this fourth position are on duty with the regiment, but are engaged in fatigue details, and XXXX rarely carried on training flights.

Subject believes the TU-2 to be manufactured in a factory in Moscow, and it is noted that a plaque in the aircraft stated that it had been produced in Factory No. 19.

A fuller report will shortly be underway, based on interrogation conducted so far, and many more details are espected to be obtained in the next week or two, with both pilot and navigator being interrogated.

(END USFA-1)

NW 90307
DocId:34714985 Page 6

USAFE 16 TT 1524 ~~SECRET~~ 4 Nov 48

CIC source reports that the Russians have ordered CSR Missions in foreign countries to purchase radar tubes in large quantities regardless of costs. Mission also instructed to purchase a complete radar set.

(Eval C-3)

(END OF ITEM)

NW 90307
DocId:34714985 Page 7